

3022545

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL - US OFFICIALS ONLY

SECRET INFORMATION

COUNTRY	USSR (Tula Oblast)	REPORT	<input type="text"/>	25X1
SUBJECT	1. Transportation in Belev 2. Installations in Belev	DATE DISTR.	22 February 1954	
DATE OF INFO.	<input type="text"/>	NO. OF PAGES	3	
PLACE ACQUIRED	<input type="text"/>	REFERENCE NO.	RD	
		REFERENCES		25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

2. The railroad line from Kozelsk (in the northwest) to Michurinsk (in the southeast) runs through the city. It is a single-tracked, apparently second-class line with wooden ties; the rails are fastened with spikes. In the city, the rail line runs along an embankment approximately 8 to 12 meters high. The track installation of the town of Belev consists of twelve tracks. The station building is situated at the northeastern end of the installation, the freighthouses at the southwestern end (sic). On the opposite side of the track installation is a firewood and coal dump. Within the city, the rail line runs over two street overpasses; the western overpass over the arterial road to Kozelsk and the northern overpass over the arterial road to the north. Both overpasses are approximately 10 to 12 meters long and approximately six meters wide each. Halfway between Belev and Kozelsk is an unguarded railroad tunnel 150 meters long.
3. A railroad bridge spans the Oka River, which runs east of the city. This bridge is of wooden construction, 60 to 70 meters long and approximately six meters wide; it rests upon seven pillars, which consist of driven piles. The pillars are protected on the southern side by ice aprons, which likewise consist of driven piles, and are equipped with ice cutters and steel plate. The bridge is 12 to 15 meters above the normal water level of the Oka. No ship traffic exists here. While traversing the bridge, trains reduce their speed to 20 kilometers per hour. The bridge is not guarded.

25 YEAR RE-REVIEW

SECRET/CONTROL - US OFFICIALS ONLY

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	Ev	X		
-------	---	------	---	------	---	-----	---	-----	--	-----	--	-----	----	---	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

SECRET/CONTROL - US OFFICIALS ONLY

25X1

-2-

4. The main thoroughfare runs by the marketplace. It crosses the Oka River also on a wooden bridge, the dimensions and construction of which are similar to those of the railroad bridge. It is substantially weaker, however; its load capacity was estimated by the informant at 12 tons. The approaches to the bridge are paved with paving stone on both sides and have a 20-percent grade.
5. The sole industrial enterprises of the city are the brewery, which can be recognized by its 15-meter chimney, and the sawmill. The landmarks of the city are, as before, the two old monasteries, which since the revolution have been serving as warehouses and office buildings.

Legend to Sketch

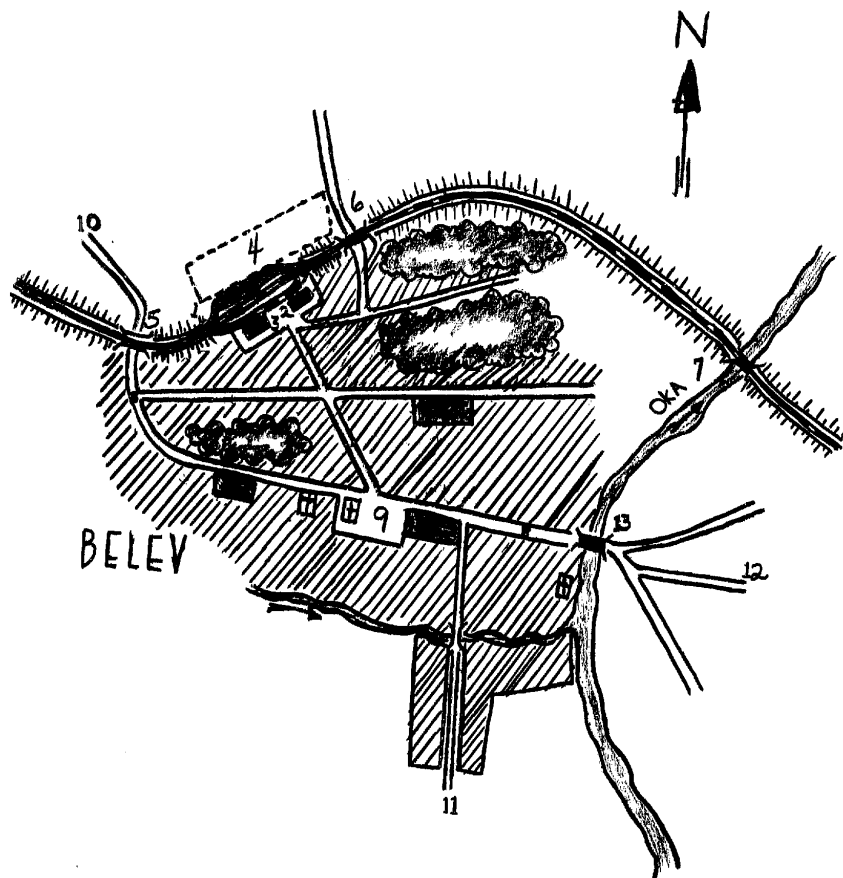
1. Track installation
2. Station building with waiting room
3. Freight houses
4. Firewood and coal dump
5. Railroad overpass
6. Railroad overpass
7. Railroad bridge
8. Main thoroughfare
9. Marketplace
10. Road to Kozelsk
11. Road to Bolkhov
12. Road to Gorbachevo
13. Road bridge
14. Brewery
- 15 and 16. Former monasteries now used as warehouses

SECRET/CONTROL - US OFFICIALS ONLY

25X1

-3-

Sketch:



SECRET/CONTROL - US OFFICIALS ONLY